APPENDIX B

CRITERIA FOR SELECTING THE SECTION/USABLE SEGMENT
IN WHICH TO INITIATE CONSTRUCTION OF THE
CALIFORNIA HIGH-SPEED TRAIN PROJECT

American Recovery and Reinvestment Act/FRA Requirements (Pass / Fail Criteria)	ARRA Central Valley Alternative 1	ARRA Central Valley Alternative 2	ARRA Central Valley Alternative 2A	ARRA Central Valley Alternative 3
a) Construction must be completed by fall of 2017[1]	Pass	Pass	Pass	Pass
b) The project must have "Operational Independence"	Pass	Pass	Pass	Pass

Note (1): This Pass/Fail evaluation addresses the ability to meet the Fall 2017 construction deadline based on today's project status and knowledge, while Criterion III addresses the risks associated with meeting this date.

Program Defined Selection Criteria:

All sections must pass the Pass / Fail criteria above, to be considered for the Program Defined Selection Criteria evaluated in the following Table. Each of the 4 Criterion below (I through IV) carry an equal weighting of 10 points where:

➤ 0 equates to (a) not meeting the criteria, or (b) offering the lowest advantage or (c) resulting in the higher risk to the project
➤ 10 equates to (a) fully meeting the given criteria or (b) offering the highest advantage or (c) the lowest risk to the project

CRITERIA FOR SELECTING THE SECTION/USABLE SEGMENT IN WHICH TO INITIATE CONSTRUCTION OF THE CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROGRAM DEFINED SELECTION CRITERIA	ARRA Central Valley Alternative 1	ARRA Central Valley Alternative 2	ARRA Central Valley Alternative 2A	ARRA Central Valley Alternative 3
I. Logical expansion and evolution of the alignment to an operational HSR system.				
a) Ensure the first investment forms the core of a state-wide 220 mph system that can be logically expanded and extended as additional funding becomes available	10	7	7	5
b) Ensure the earliest startup of a high-speed rail service with the least funds required	10	10	10	5
c) Consider connectivity of sections, availability of control centers and maintenance facilities, and phasing of future expansion	10	10	10	5
II. Minimized construction risk.				
a) Right of Way [ROW] availability and ability to reach agreement with stakeholders to acquire easements or operating rights	8	10	9	8
b) Least construction complexity equating to lower cost volatility	8	10	8	8
c) Least impacts to existing railroad facilities and operations	8	6	7	10

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➢ 10 equates to (a) fully meeting the given criteria or (b) offering the highest advantage or (c) the lowest risk to the project

CRITERIA FOR SELECTING THE SECTION/USABLE SEGMENT IN WHICH TO INITIATE CONSTRUCTION OF THE CALIFORNIA HIGH-SPEED TRAIN PROJECT

PROGRAM DEFINED SELECTION CRITERIA	ARRA Central Valley Alternative 1	ARRA Central Valley Alternative 2	ARRA Central Valley Alternative 2A	ARRA Central Valley Alternative 3
III. Minimized schedule risk, to meet the ARRA criteria of completion by the fall of 2017. a) Probability of achieving ROD/NOD by fall of 2011 b) Ease of construction, reduces probability of delay c) Future construction and equipment procurement sequencing	7 9 N/A	8 5 N/A	8 10 N/A	10 9 N/A
IV. Builds the most useful HST infrastructure for the least cost. a) Builds HST infrastructure that will not result in unreimbursed costs to the Authority b) Builds HST infrastructure that promotes current and future connections to other modes of transportation including public transit. c) Builds HST infrastructure that can be expanded to complete the entire CAHSR system in an efficient manner d) Builds the most useful segment of HST infrastructure that does not require additional federal or state funding	10 10 10 10	10 6 10 10	10 6 10 10	10 8 5 5
Total Aggregate Score	**110**	**102**	**105**	**88**

➢ 0 equates to (a) not meeting the criteria, or (b) offering the lowest advantage or (c) resulting in the higher risk to the project

➢ 10 equates to (a) fully meeting the given criteria or (b) offering the highest advantage or (c) the lowest risk to the project